



COMMONWEALTH OF VIRGINIA

RECEIVED COUNTY OF FAIRFAX

4100 CHAIN BRIDGE ROAD
FAIRFAX, VIRGINIA 22030

1981 DEC 24 AM 11 49



December 18, 1981

NCPC

Mr. Reginald W. Griffith
Executive Director
National Capital Planning Commission
1325 G Street, NW
Washington, DC 20576

Re: CIA Expansion - Langley, Virginia

Dear Mr. Griffith:

Fairfax County staff has reviewed the Master Development Plan and Environmental Assessment for the proposed expansion of the Central Intelligence Agency facilities in Langley, Virginia. This review has identified several areas of concern which must be satisfactorily addressed prior to endorsement of the project by the County.

Primary among these concerns are highway improvements which must be made prior to occupancy of the expanded facilities. The Fairfax County Office of Transportation has identified improvements which it believes to be absolutely essential. These improvements are:

- Realign Route 193 eastbound, at its intersection with Route 123 northbound, to allow a longer weaving distance and better sight distance;
- Widen the ramp leading into the CIA from Route 123 northbound to two lanes to accommodate more vehicles waiting for the green signal;
- Update the signal system to be demand responsive, including the three signals within this intersection area;
- Provide an exclusive left turn lane on Route 193 eastbound at the Turkey Run Access Road.

It should be noted that the transportation analysis submitted by the CIA is predicated upon transportation strategies both novel and unprecedented in Fairfax County. While such strategies offer the opportunity to forego conventional capital improvements, they should be pragmatically reinforced with satisfactory monitoring and appropriate backup strategies should they fail to function as envisioned. For this reason, the County believes that:

FILE NO. 12526
PRIMARY STA. 2516
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OTHER: _____

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- the CIA should provide solid assurances that additional significant highway and parkway improvements will be constructed if the proposed strategies prove unsuccessful or if they are discontinued for other reasons; and
- the CIA should monitor, by methods satisfactory to the County and VDH&T, the traffic volumes adjacent to the site to properly evaluate the success of the proposed strategies and so to trigger the construction of additional highway improvements, if necessary.

Another major concern which has not been satisfactorily addressed is the management of the estimated 355,000 cubic yards of earth which will be excavated. Handling of this large volume of excavated material can be expected to impact adjacent streets, create noise and dust problems, and significantly affect a disposal site.

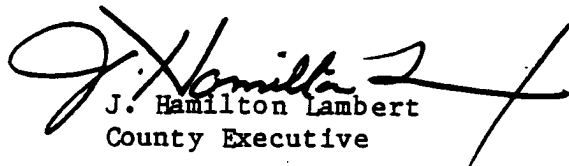
Other potential concerns, while not as significant as those relating to transportation and soil management, deal with storm water management and site screening. The CIA property is adjacent to established residential communities and environmentally sensitive stream valley corridors. During both the construction and post-construction period, measures should be taken to minimize runoff pollution and additional stormwater volumes and to ensure that appropriate visual buffering is established and maintained.

For your information, I am enclosing comments which were provided by the following County agencies:

- Office of Comprehensive Planning
Land Use Planning Division
Environment and Policy Division
- Office of Transportation
- Department of Environmental Management
Site Review Branch

Should you have any questions regarding these comments or wish to further coordinate the review process, please contact Theodore J. Wessel, Director, Office of Comprehensive Planning.

Sincerely,


J. Hamilton Lambert
County Executive

cc: Nancy Falck, Supervisor, Dranesville District
George Lilly, Dranesville District Planning Commissioner
Theodore J. Wessel, Director, Office of Comprehensive Planning

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Ed Spann, Planner II
Office of Comprehensive Planning
December 14, 1981
FROM: Ken Doggett, Planner III
Office of Comprehensive Planning
SUBJECT: CIA Expansion

- o The adopted Plan shows the subject property as planned for institutional and public uses. The CIA facilities currently occupy the site. It is currently zoned R-1. The proposed new facilities would be in conformance with the adopted Plan.
- o The visual impact on nearby residential communities would be minimal with the major office expansion located as shown. It is no higher than the present facility, and the plan proposes substantial excavation to retain this height limitation.
- o The plan has retained most of the treescape and recommended new screen planting where necessary.
- o A major concern is the amount of soil to be removed due to the great amount of excavation. This could be disruptive for local residential streets. An ideal solution would be to use most of the material for berms, etc., on the actual site.
- o Phase II will involve development near the residential uses and the road network. Care should be taken to preserve and supplement, if necessary, existing natural buffers.
- o A concern of OCP is that the nearby residential roads are not used to absorb surplus CIA parking and, by doing so, create a disruptive element in the surrounding area.

MEMORANDUM

TO: Ed Spann, Land Use Division
Office of Comprehensive Planning

FROM: Lee Epstein, Planner *LEE*
Environment and Policy Division, OCP

FILE NO.: 308E

SUBJECT: A-95 Review

November 25, 1981

An environmental assessment of the Central Intelligence Agency (CIA) Master Development Plan, parcels 22-3 and 4-001-40 has been completed. While the site is fairly secluded and already substantially developed, some stormwater runoff, air quality, and noise impacts are possible. The attached environmental assessment details those possibilities.

DWS:LE:jhh0308E

Environmental Site Analysis - Synthesis and Conclusion

Proposal and Site Description

The Central Intelligence Agency (CIA) is proposing an expansion of its headquarters facilities in Langley, Virginia in order to provide approximately 1.14 million square feet of new office space that will accommodate some 3,000 transferred employees. According to the Master Development Plan prepared for this proposal, the principal land use change on the CIA's wooded 213 acre tract will be an increase in developed area of from 8-10 acres (approximately 4.8% of the site area). Planned construction includes a new office building, a new reception center, a new access drive for the printing plant, a relocated portion of internal roadway, and a 1,000-car parking structure (to be constructed on an existing parking lot).

The site is located southwest of the George Washington Memorial Parkway, east of Turkey Run Park, and north of the Savile Lane residential area on gently rolling Piedmont uplands underlain by (possibly shallow) crystalline bedrock and well-drained saprolitic (silty sand) soils. The wooded 60' hill west of the main CIA building is the only prominent natural feature on the site; much of that feature would be excavated for the proposed office building. Off-site, to the east, the site is drained by an intermittent stream that runs to the Potomac in a steep-sloped valley. Sheet runoff enters tributaries of Turkey Run to the west, and storm drainage is provided in a storm sewer system. The site has dense woodlands about its perimeters, with mature deciduous trees predominating; ornamental and landscaped planting comprises the extent of its mostly developed inner area. The woodlands and stream valleys to the east, north, and west are part of a designated Fairfax County Environmental Quality Corridor.

Potential Environmental Concerns

Since much of the site is already developed, additional construction would not seem to pose substantial environmental concerns. Nevertheless, the proposal does raise several issues that may have some environmental import.

1. Runoff is expected to increase by about 12 percent due to increases in impervious surfaces. As the Comprehensive Plan calls for stringent environmental protection of the Turkey Run watershed, strict construction and post-construction drainage and runoff pollution control measures should be implemented. These could include stormwater detention structures as well as infiltration trenches to help filter out plant nutrients, oil, grease, and heavy metals.
2. Additional peak hour congestion can be expected on George Washington Memorial Parkway and on portions of Routes 123 and 193, whose levels of service are already seriously degraded. This could potentially betoken air quality problems, particularly with ozone and perhaps with carbon monoxide on an intermittent basis. The Comprehensive Plan recognizes that air quality maintenance in that area remains a concern.
3. The excavation of 355,000 cubic yards of earth may pose spoil disposal, dust, and short-term (estimated eight months), construction/truck

transport-related noise and air emissions problems. Since the excavation period is short-term, and since ambient noise levels are relatively high, the major noise concern is the high number of daily single noise events from accelerating and decelerating haul trucks. The County Code (Art. 4, §108-4-1(b) limits times of construction activity to the hours between 7 a.m. and 9 p.m.; this should be adhered to. Both dust suppression, and noise attenuating driving measures, should be taken to reduce fugitive dust and noise impacts.

It should be noted that several inconsistencies were found between Master Development Plan and Fairfax County Office of Transportation peak hour traffic volumes. Further, the assumptions that staggered work hours would eliminate the potential for severe peak hour congestion, and that background traffic levels will remain stable because of the opening of I-66 (and within several years, the Vienna Metro station) are wholly ungrounded. Volume data would necessarily affect noise predictions.

Existing Land: R-1 ... 10 Acre Project Facilities 213 acre Total Area

Site Features	Problems		Comments
	yes	no	
A. Geology: Coastal Plain, Piedmont, Triassic			A. Crystalline bedrock (mainly gneiss) may occur from 10 to 50 ft. below the surface. No regional aquifer is present although some groundwater could be encountered during excavation. No significant mineral resources are present.
1. shallow bedrock	x		
2. groundwater resource		x	
3. mineral resources		x	
B. Topography:			B. While mostly gentle rolling topography, some steep stream valleys occur on the edges of the site. A 60' hill, to be excavated for construction, is the only prominent land feature on-site.
1. steep slopes ($\geq 15\%$)	x		
2. irregular landform	x		
C. Hydrology:			
1. water features		x	
2. critical location in watershed		x	
3. water supply watershed		x	
D. Soils:			D. While soils remain unmapped in this area, test borings have revealed saprolite and some sandy clay soil whose probable characteristics are similar to Glenelg silt loam: low shrink swell, highly erodable and highly drainable, suitable for construction when properly engineered.
1. marine clays		x	
2. shrink-swell clays		x	
3. highly erodible soils	x		
4. high water table soils		x	
5. soils with low bearing strength		x	
6. poor infiltration soils		x	
E. Vegetation, Wildlife & Open Space:			E. Security fencing along the site's perimeter prevents free movement of larger mammal species. No significant impacts expected.
1. quality vegetation		x	
2. wildlife habitat		x	
3. adopted EQC		x	

Environmental Quality	Problems		Comments
	yes	no	
F. Noise:			F. Airport and highway noise are at fairly high ambient level, but increased traffic may contribute to an incremental increase in these levels. Of more (but short-term) concern is the single event noise that will be caused by 200 daily heavy truck trips to and from the excavation site.
1. airport noise	x		
2. highway noise	x		
3. railroad noise		x	
4. other types of noise	x		
G. Water:			G. Non-point pollution from runoff may enter Turnkey Run and intermittent washes, and thus the Potomac. Adequate on-site stormwater detention and filtration will alleviate the potential problem.
1. point source pollution		x	
2. nonpoint source pollution	x		
H. Air:			H. Automobile congestion and increased trips will increase mobile source pollution in the area to some extent.
1. mobile source pollution	x		
2. stationary source pollution		x	
I. Aesthetics: For example: internal views, views from site, views of site from adjacent development		x	
J. Other:	x		J. Sewer and solid waste with disposal burdens the impacts will

F. FAX COUNTY, VIRGINIA

MEMORANDUM

TO: Theodore J. Wessel, Director
Office of Comprehensive Planning DATE December 7, 1981

FROM: Shiva K. Pant, Director
Office of Transportation

FILE NO: 11-5

SUBJECT: Review of CIA - Langley Master Development Plan -
Transportation Impacts

REFERENCE: A-95 Review - COG #82-04-002

This memo is in response to the County Executive's request to review the Master Development Plan for the expansion of the CIA Headquarters in Langley. The proposed expansion represents an increase of approximately 3,000+ employees and the addition of a new 1.14 million square foot building. As such, the impacts of this new facility should not be underestimated and should be regarded as a major expansion.

The CIA has indicated to the County that the impacts of this project on the adjacent highway network will be minimal. To mitigate potential impacts, the CIA proposes to implement alternative transportation strategies in lieu of conventional highway improvements. The strategies proposed are increased carpooling, limiting the number of available parking spaces, and the addition of one new starting time. It should be noted that the CIA currently has staggered work hours and an active carpool program with 38% participation. The CIA has indicated, however, that the new expanded programs will not be voluntary after the proposed facility is completed. If these programs are to be as successful as indicated, it will be necessary to implement them in this manner.

It is felt that the assumptions used by the CIA to justify that there is no need for highway improvements adjacent the site are very optimistic and their proposed method of implementation is unprecedented in Fairfax County. It appears that the CIA has successfully illustrated that these assumptions work well on paper, but they remain untested. It should also be noted that even if these assumptions work, they are not permanent although the new facilities will be and a simple change in policy could easily abolish the use of these programs.



Mr. Theodore J. Wessel

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Therefore, there is much concern that these strategies may be insufficient to accommodate an expansion of this magnitude. The opening of this large new office structure should be accompanied by improvements to the adjacent roadways which are currently experiencing operating difficulties. The CIA Master Development Plan listed possible minor highway improvements, however, it indicated that they were not necessary for the expansion. This Office feels that these listed improvements are the absolute minimum improvements needed regardless of the proposed strategies. These improvements are:

- o Realign Route 193 eastbound, at its intersection with Route 123 northbound to allow a longer weaving distance and better sight distance;
- o Widen the ramp leading into the CIA from Route 123 northbound to two lanes to accommodate more vehicles waiting for the green signal;
- o Update the signal system to be demand responsive, including the three signals within this intersection area;
- o Provide an exclusive left turn lane on Route 193 eastbound at the Turkey Run Access Road.

As these are modest, essential improvements, they should be completed prior to the first occupancy of the new facility regardless of proposed strategies. As the strategies are unproven and possibly temporary in nature, solid assurances should be provided prior to the opening of the new facilities, that if these strategies prove unsuccessful, additional highway improvements will be made to mitigate the negative transportation impacts. The measurements of the success of the proposed strategies should be accomplished by monitoring of the traffic volumes adjacent to the site at various stages in the occupancy of the new facility. The implementation of additional highway improvements would occur following the determination that the strategies are unsuccessful and significant negative transportation impacts are occurring on the adjacent highway network as a result of the new facility. The analysis provided by the CIA, however, does not address the improvements which may be required if the assumed strategies are not fully effective. It should be re-emphasized that the commitments for additional highway improvements be obtained prior to the occupancy of the new facility.

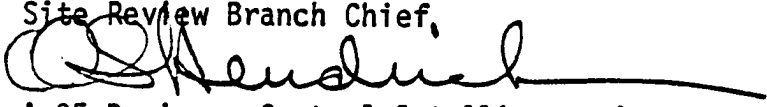
In summary, this Office recommends the following actions to reduce the transportation impacts this project will have on the adjacent highway network:

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- o construct the minimal highway improvements previously listed prior to the first occupancy of the new facility regardless of the transportation strategies
- o obtain solid assurances that additional significant highway improvements will be constructed if the proposed strategies prove unsuccessful or if they are discontinued for other reasons
- o monitor the traffic volumes adjacent to the site to properly evaluate the success of the proposed strategies, and so to trigger the construction of additional highway improvements, if necessary. This monitoring would occur at various stages in the occupancy of the new facility. It should be noted that the County does not have the resources to conduct the monitoring activities described above. These activities should be performed by the CIA subject to review and approval by the County and VDH&T.

SKP:RLM:PAC:hh

MEMORANDUM

TO: Ted Wessel, Director
Office of Comprehensive Planning
DATE November 30, 1981
FROM: O. S. Hendrickson
Site Review Branch Chief,
FILE NO: 
SUBJECT: A-95 Review - Central Intelligence Agency
REFERENCE: Memo from J. Hamilton Lambert, 11/18/81

We have reviewed the subject application and offer the following:

Parking Requirement:

1,000,000 sq. ft. gross floor area
800,000 sq. ft. net floor area

Requires 4.5/1000 sq ft = 3600 spaces

New parking garage provides 2525 spaces. Shortage of 1075 spaces.

Required: 26 handicapped spaces.

Transitional screening requirement:

The proposed addition is located in the center of site, except the proposed reception center, which may need transitional screening along the rear of three residential lots on Savile Lane.

Storm Water Detention Requirement:

The proposed plan would increase the impervious area of the site by approximately eight (8) acres, causing an increase in storm water runoff of about 12 per cent. The additional runoff generated by the new CIA facilities should be detained in the detention structures to keep future peak runoff flows from exceeding existing flows.

OSH:SS:ssd

cc: Ed Spann, Office of Comprehensive Planning
Larry R. Coons, Director of Environmental Management
Central Files